IN THE CLAIMS:

1 - 16. (canceled)

17. (new) A process for purifying exhaust gas from a gasoline engine of a fuel-direct-injection type by using an exhaust gas purifying-use catalyst containing a noble metal and a transition metal,

the catalyst being obtained by mixing the noble metal and the transition metal with or carrying the noble metal and the transition metal by a fire-resistant inorganic oxide having a BET surface area of 50 m^2/g to 200 m^2/g and having a pore diameter of 10 nm to 30 nm, an amount of the noble metal being in a range of 0.01 g/liter to 50 g/liter with respect to catalyst volume, the fire-resistant inorganic oxide being α-alumina, active alumina, titania, zirconia, or a composite oxide of α-alumina, active alumina, titania, and zirconia,

the gasoline engine of a fuel-direct-injection type exhausting exhaust gas, which varies between a first exhaust gas state and a second exhaust gas state, depending on changes in air-fuel ratio,

the exhaust gas entering the first exhaust gas state at an air-fuel ratio of 13 to 15, an exhaust-gas temperature being in a

range of 350°C to 800°C at an inlet of the catalyst in the first exhaust gas state,

the exhaust gas entering the second exhaust gas state at an air-fuel ratio of more than 15 to 50, an exhaust-gas temperature being in a range of 200°C to 500°C at the inlet of the catalyst in the second exhaust gas state.

18. (new) The process for purifying exhaust gas from a gasoline engine as defined in claim 17, wherein:

the exhaust gas varies between the first exhaust gas state and the second exhaust gas state that forms a more oxidizing, low-temperature atmosphere as compared with the first exhaust gas state, depending on changes in air-fuel ratio.

19. (new) The process for purifying exhaust gas from a gasoline engine as defined in claim 17, wherein:

the first exhaust-gas state is a state at a time of high output of the gasoline engine of a fuel-direct-injection type, and the second exhaust-gas state is a state at a time of low output of the gasoline engine.

20. (new) The process for purifying exhaust gas from a gasoline engine as defined in claim 17, wherein:

the exhaust gas is purified by removing hydrocarbon, carbon monoxide and nitrogen oxides from the exhaust gas by the use of the catalyst.

21. (new) The process for purifying exhaust gas from a gasoline engine as defined in claim 17, wherein:

the transition metal is at least one selected from the group consisting of manganese, iron, cobalt, copper and nickel.

22. (new) The process for purifying exhaust gas from a gasoline engine as defined in claim 17, wherein:

the catalyst includes at least one noble metal selected from the group consisting of platinum, rhodium, palladium and iridium.

23. (new) The process for purifying exhaust gas from a gasoline engine as defined in claim 17, wherein:

the exhaust-gas temperature in the second exhaust-gas state ranges from 200°C to 350°C at the inlet of the catalyst.

24. (new) The process for purifying exhaust gas from a gasoline engine as defined in claim 17, wherein:

the catalyst includes platinum and rhodium as the noble metal.

25. (new) The process for purifying exhaust gas from a gasoline engine as defined in claim 17, wherein:

the catalyst includes at least one of a cerium-oxide powder and a zirconium-oxide powder.